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PER QUARTER

1990



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Hongkong, 18th January, 1889.

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22, QUEEN'S ROAD CENTRAL,  
Hongkong, 17th January, 1889.

## BIRTH.

On the 10th January, 1889, at Yokohama, the wife of J. MENDELSON of a Daughter.

## MARRIAGE.

At the British Legation, Tokyo, on 8th instant, by the venerable Archdeacon Shaw, WILLIAM HOGGAN to LUCY ADA ROWE DU RIEU.

## DEATHS.

On the 15th Dec., at West Hampstead, after long and patient suffering, FANNY LEWIS, eldest daughter of Charles Anthony Sinclair, late H.B.M.'s Consul, Fochow, China, aged 28, deeply mourned.  
On board the s.s. *Abyssinia*, at Wussong, on the 15th January, 1889, FRANCIS WILLIAM DAWSON, Chief Officer, s.s. *Abyssinia*, aged 27 years.

**The Hongkong Telegraph**  
HONGKONG, MONDAY, JANUARY 21, 1889.

## TELEGRAMS.

**SIR ROBERT MORIER AND THE FRANCO-PRUSSIAN WAR.**  
LONDON, January 12th.  
The controversy continues; the *Cologne Gazette* maintains the accusation and ignores all denial.

**THE FRENCH NAVY.**  
January 14th.  
The French Government has ordered to be built in private French yards two large Cruisers and fifteen torpedo vessels.

**RUSSIA AND THE PARIS EXHIBITION.**  
Russia will give unofficial support to intending exhibitors at the coming Paris Exhibition.

**THE UNITED STATES AND SAMOA.**  
January 17th.  
Mr. Cleveland has addressed a message to Congress regarding Germany's action at Samoa and states that he has instructed the Admiral to order a vessel there by way of protest.

**DISASTROUS COLLISION IN THE STRAITS.**  
Mr. Swettenham, Government Resident at Selangor, telegraphed to the Governor of the Straits Settlements at 9 a.m. on Sunday morning the 13th inst.:—  
The steamship *Chow Phya* collided with the *Pyah Pekhet* off the Klang Straits light.

The *Pyah Pekhet* sank in a few minutes; her two European engineers, ten of her native crew, and thirty native passengers are reported drowned.

The *Chow Phya* has arrived at Klang with survivors.  
With reference to this disaster the Singapore *Free Press* of January 14th, says:—The steamer *Pyah Pekhet* left here on Wednesday afternoon last for her regular trip to Malacca and Klang, and was due here on her return trip to-day. Her master was Captain G. Angus, and her mate Mr. A. N. Seaton. The chief engineer according to the latest articles, was Mr. J. W. Thompson and the second engineer Mr. Geo. Eastern. The *Chow Phya* left here on Friday evening for the same ports, being commanded by Captain Cockburn. Messrs. Stewart and Martin are the engineers. It is apparent, therefore, that the two vessels were going in opposite directions when the dreadful occurrence happened. It is possible of course (and we trust it may prove to be so) that there are other survivors, but the telegram is definite,

here is no other information available, and we fear we have to record another of those dreadful occurrences with which we are becoming, alas! too familiar in these crowded and narrow waters.

## LOCAL AND GENERAL.

The troopship *Tamar* was expected to arrive at Singapore on the 18th inst.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Yajin*, from Liverpool, left Singapore on the 19th inst. for this port, and is due on the 26th.

The *Straits Times* says it seems to be generally believed that Sir Hugh Low will shortly retire, that Mr. Swettenham will be appointed Resident at Perak, and that Mr. Maxwell will be appointed Resident at Selangor.

The China Mutual Shippers' new steamer *Oanfa* ran her trial trip on the Clyde on the 15th ult., covering the measured mile on a draught of 19 ft. 6 inches in 4 min. 52 secs. The *Oanfa*, under the command of Capt. W. S. Thomson, left Liverpool for the Far East on December 21st.

We read that the directors of the Turin Arsenal have received orders from the Ministry of War at Rome to immediately commence the manufacture of 400,000 rifles of the last approved pattern. The entire stock must be ready for delivery, without fail, by March 10th next. This looks anything but promising for the universal peace we have heard so much about lately.

It looks as if the Scotchmen were still hankering after the "America" Cup, and, undaunted by the failure of the *Thistle*, mean to have another trial for it. A letter has been received at the New York Yacht Club from Mr. York, secretary of the Royal Clyde Yacht Club, on behalf of one of its members, asking if the same conditions that governed the *Volunteer-Thistle* races would be accepted in the event of a new challenge. It is understood that an affirmative reply has been sent.

In the House of Commons on December 17th Dr. Tanner brought up the question of the obstructions in the "back reach" of the Pearl River. In reply Sir James Fergusson said:—  
"Representations have been made at various times to the Chinese Government in regard to the serious loss caused to British shipping interests by the obstructions raised in the Southern reaches of the Canton River, but the Foreign Office has not heard with what result. The attention of Her Majesty's Minister will again be called to the matter."

All the Chinese seamen are to be done away with in the *Victor Emanuel*. This is rather hard lines, says the *Army and Navy Gazette*, on the Chinese seamen, and doubtless in the hot season there will be more sickness among the white sailors, unless precautions are taken. Although in some respects better suited to stand the climate, we are all in favour of having our "bluejackets" of British stock, and you cannot make a Chinaman that. The heathen Celestial can be made to fight, as Gordon proved, but it is far wiser to trust to our "hearts of oak."

APPROPOS of Colchester elections, a good story is told of Mr. Karlake, Q.C. When that gentleman was contesting the borough in 1868 he sought to win the favour of the shopkeepers by making extensive purchases of them. At one shop he ordered a large trunk to be made for him. "But," objected the trader, "I don't make trunks." "Well, what are you, then?" inquired the candidate. "An undertaker." Oh! and Mr. Karlake's countenance fell in contemplating the awkward position he had placed himself in. But he almost immediately rejoined, "Well, never mind, you can make me a coffin, and send it to my chambers," adding that it would make a good receptacle for Bevan's Reports.

AN extraordinary seizure of opium was made, on Saturday night, by the Water Police. A native constable heard that there was some opium being smuggled to a junk on the Praya, and on going to Howard's Wharf saw the junk in question. He took a sloop, and chased another sloop which was leaving the junk. On overtaking her he found 84 tins of raw Patna opium, each containing 48 tins—4,302 tins altogether. He arrested the three men in charge, and they were charged before Mr. Pollock this afternoon. Mr. Caldwell defended, but the Crown Solicitor did not appear, a similar case having been recently decided. Mr. Caldwell conceded a good deal, his point being that altogether there were over two chests, whereas the charge was "being in possession of opium in quantities less than one chest"—Sergeant Harkin, who prosecuted, drily observed that there were 84 "quantities less than one chest."—The case was remanded for a week.

In another column we reproduce an account from a Shanghai contemporary of the wreck of the British ship *Anglo-India*, off Formosa. Mr. Murray, the 2nd mate, arrived here with eight of the crew yesterday, by the *Fokien*, and they are now staying at the Sailors' Home. Mr. Murray confirms the report referred to, and adds:—After being hustled by the natives a good deal I found a Chinaman who spoke a little English, and he guided us to Tamsui. We had nothing but what we stood upon, and had neither shoes nor socks, as I had taken those off when in the boat, to be "ready." My feet were all cut with walking, and I only got a pair of native sandals the night before we got there.—An enquiry was held at Tamsui, by the British Consul (Mr. F. S. A. Bourne) assisted by Lieut. Lewis, of H.B.M. gunboat *Cockchafer*, and Captain Lewis, of the steamer *Kohlen*, but in the absence of the Captain and chief officer, the evidence given was of such a character that the Court of Enquiry was unable to arrive at any decision as to how the wreck had occurred.

H.M.S. *Esper* left Amoy for Formosa on the 15th instant.

The agents (Messrs. Melchers & Co.) inform us that the Norddeutscher Lloyd steamship *Braunschweig*, with the German mails, dated Berlin, Dec. 24th, left Singapore yesterday at 5 p.m. for this port, and may be expected on or about the 26th inst.

A NAVAL Court-martial at Devonport has tried Lieut. Sankey, of Her Majesty's ship *Audacious*, for drunkenness on the passage home from China. He was dismissed his ship and ordered to lose eighteen months' seniority. Mr. Sankey was to have taken charge of the middle watch, but was not permitted to do so as he was the worse for liquor.

Mr. Wodehouse evidently holds informers in the same estimation as we do. This morning one of them charged three men with assaulting him a day or two ago, and showed a big plaster on his head in confirmation of his story. His Worship told him that he deserved all he got—that although the defendants were undoubtedly a bad lot he had traded on their law-breaking, and they would be discharged.

The question whether a photographer employed to take a photograph was justified in printing copies for his own use, and disposing of them without the authority of the customer, has been decided in the negative by Mr. Justice North, who, in an action brought by Mrs. Pollard against the Photographic Company at Rochester, held that the copyright vested in the customer, and granted an injunction with costs.

It is stated that the German Government has resolved on an alteration of the law for the measuring of German vessels. Hitherto the German certificates of tonnage were always in excess of, and showed a larger tonnage than, the certificates issued in Great Britain, so that German vessels had to pay much higher tonnage fees than English ones. By the new law the English mode of measuring vessels will be admitted in Germany.

His Excellency the Governor has given his assent, in the name and on behalf of the Queen, to the following Ordinances passed by the Legislative Council:—

Ordinance No. 1 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to consolidate the Law relating to Chinese Passenger Ships, and the Conveyance of Chinese Emigrants.

Ordinance No. 2 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to consolidate the Law of Evidence.

Ordinance No. 3 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to amend Ordinance 6 of 1887.

Ordinance No. 4 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to amend Ordinance 6 of 1887.

Ordinance No. 5 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to amend Ordinance 6 of 1887.

Ordinance No. 6 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to amend Ordinance 6 of 1887.

Ordinance No. 7 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to amend Ordinance 6 of 1887.

Ordinance No. 8 of 1889.—An Ordinance enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, to amend Ordinance 6 of 1887.

WE extract the following from Messrs. Wheelock & Co.'s Freight Market Report, dated Shanghai, the 18th inst.:—Our last circular was published on the 4th January, since which date very little has been done in the coasting trade and we can look for no briskness until after the Chinese New Year. The Wuhu-Wiampong business has been taken up by the regular liners, and charters effected at the rate of 1/3 can'tarens per picul. For Nagasaki-Shanghai, rates have declined, there having been effected here for this trade, for London, via Amoy, Swatow, and Suva Canal.—The s.s. *Monmouthshire* has booked a fair quantity of cargo at 50s. per ton of 40 cubic feet. Yesterday, the *Mails* and *Holt's* reduced their rates and are now booking cargo at 40s. per ton. The *Mutual Line* s.s. *Chinguo* due from Japan to-morrow, will also engage at the same rate of 40s. per ton of 40 cubic feet. Glen Line s.s. *Glimarn* will also call here from Japan and take cargo at probably the same rate. Through rate from this, by sailer loading in Hongkong 46s. per ton of 50 cubic feet is asked. For New York, via usual ports of call and Suva Canal.—The *Duke of Westminster* arrived yesterday and is now loading at 60s. per ton, a large quantity of cargo has been booked at this rate, she will be dispatched on the 22nd instant. The s.s. *Strathleven* due from Japan on the 4th February and the s.s. *Abany* about the end of February, follow. The American ship *State of Maine* has the greater part of her cargo on board and will sail for Hongkong very shortly. The American ship *Pacific* has also begun to load and as she has booked a considerable quantity of cargo will have quick dispatch. Rate for all vessels 35s. per ton of 40 cubic feet. Departure for London via Amoy, Swatow, and Suva Canal.—Holt's steamship *Telmachus* on the 8th inst. Departures for New York via Amoy, and Suva Canal:—Nil. Quotations are:—Newchwang to Swatow, season closed. Chfoo to Swatow, 13 Mex. cents per picul, small demand. Nagasaki to Shanghai, 1/3 per ton of 40 cubic feet, for steamers; 1/3, 50 per ton of 40 cubic feet, for sailing vessels; nominal. Disengaged vessels, in Port:—*Antonia*, British barque, 884 tons register. *Sir William Wallace*, British barque, 968 tons register.

THE returns of the number of visitors to the City Hall Museum for the week ending Jan. 20th, are:—Europeans 211, Chinese 202; total, 2,223.

WE observe with much satisfaction that the *Bangkok Times* has doubled its former size. This would certainly appear to indicate that Mr. Williams's plucky enterprise has at least met with a fair share of success and encouragement.

THE authorities at Willemsen says the *L. & C. Express*, have received notification of a decision arrived at by Dr. Diplock, coroner, respecting the suicide of a Chinese gentleman named Kung La Jai, whose death occurred late on the night of the 14th December, at his residence in Dean-road, Willemsen. The deceased, whose mind had lately been deranged, held a high official position in his own country. He was sent by the Chinese Government as a commissioner to make certain inquiries in England, and during his stay here he has been under the special protection of the Chinese Legation. It seems that on the morning in question he was discovered unconscious in his room at his Willemsen address. Dr. Sidney H. Taylor, of Willemsen-park, was immediately summoned; but death ensued that night, in the presence of the Secretary of the Chinese Legation and other members of the diplomatic staff. A report of the circumstances of the case—showing it to be a death from suicidal poisoning—was in due course forwarded by the local authorities to Dr. Diplock. Finding, however, that the Chinese Ambassador, by virtue of his office, claimed the body, the coroner decided that an inquest could not be held. Kung La Jai's remains have already been embalmed. The body will be taken to China in a metal coffin for burial according to the rites of his own country.

## SUPREME COURT.

## IN CRIMINAL SESSIONS.

(Before the Chief Justice.)

The adjourned Sessions were opened this morning. The following were the jurors:—H. de C. Valhio, F. Rawlinson, T. H. Dalby, R. Adm., J. P. Basco, A. A. E. de Silva, and H. Ruttonjee.

## THEFT BY AN OFFICE BOY.

Ching Achit, a thirty year old office boy of Dr. Noble, dentist, was indicted for stealing \$50 worth of gold, silver, and other articles, the property of General prosecuted, and Dr. Ho Kai defended. The evidence showed that the boy had made a key which would open his employer's safe, and had from time to time abstracted the property in question, during the absence of Dr. Noble in Manila in November and December.

Prisoner only said in defence that the Police beat him when they arrested him. He was found guilty, and sentenced to two years' imprisonment.

## SERIOUS ROBBERIES FROM THE NAVAL DOCKYARD.

The Police Court was filled with officials from the Naval Dockyard this morning during the hearing by Mr. Pollock of a charge of unlawful possession of Crown property, brought against two Portuguese women, wives of Dockyard constables, Thomas Ramsey and Gloria Lucas by name. Mr. Webster defended. The charge was being in unlawful possession of a piece of canvas, a canvas awning, and some screws and bolts, value \$6.50. Mr. Webster admitted possession, but denied that it was unlawful.

F. S. Macdonald, stated that on Saturday he went to inspect the Dockyard, and saw the two women, and two constables to a house off St. Francis Street, Wanchai. He had a warrant to search for five blankets, Crown property. They did not find the blankets, but there were two pieces of canvas, and several bolts and screws, with the broad arrow in them. They were in two boxes, one in the bedroom and one in the cook-house. Whilst they were searching the second defendant came in, and said the boxes were sent by the first defendant, and that she did not know anything about it. Mr. Gilby had then identified the property as belonging to the Dockyard, and as never having been sold. He arrested her, and she took witness to 67 Queen's Road East, where the first defendant lived, and he arrested her also.—By Mr. Webster:—There was nothing in the first defendant's house.

Mr. Gilby said that he was sent with the last witness by the Naval Storekeeper to look for five blankets in the second defendant's house. He identified the property found as belonging to the Crown.

Inspector Lysaght gave similar evidence. He felt sure that no canvas like that found in the boxes had been sold by the Government.

Mr. Gilby, recalled, said it could not have been sold, because had the placing of it in lots. It might have been sold five years ago. Government never sold canvas, except old canvas, and never sold screws or bolts.

A chain-carrier cooie stated:—I remember carrying a box from a house in Queen's Road, over a druggist's shop, five or six days ago. The "boy" called me and another cooie in to carry it. I saw two Portuguese women in the room, but cannot identify them. We carried it to a house in Wanchai. I saw a Dockyard constable and a Portuguese woman—the second defendant—there. A little girl showed us where to take it, and we got to cents. We afterwards carried a second box in the same way, and received six cents.—By Mr. Webster:—The second defendant said to "Carry it inside." I cannot say whether the first defendant said anything to me or not.

Another cooie gave similar evidence. It was he who took the police to the house.

The case was remanded till Wednesday, bail being refused.

## LIFE IN AN OUTPOST.

Do you in Hongkong ever think of us who live in the Outposts, up-country in China? If you do, I wonder you pity us, altogether, or a little even our opportunities of getting away from all things British. Hongkong seems to be anything but a British place, a little more English than England. Of course you know better than to wonder, as English friends do, if we find the Chinese so lovable. But possibly, like them, you hope we have a pleasant society of our own. Each member of our little community here has individual merits, mostly each has really very great individual merits. There are men of distinction among us, and the number of learned Societies represented is remarkable considering our numbers. But for practical purposes we seem to be only six. And that hardly constitutes a society anywhere. Certainly here it does not. We are all perfectly good terms. We meet very frequently. We converse. Efforts have

been made to establish a Whist Club. But this outpost does not even play Lawn Tennis, which sufficiently shows it has not advanced far in the way of social gatherings. Does it convey anything to you at Hongkong, if it is further stated that the community do not generally live in European houses? The Consul has a Chinese house, which is said to be Europeanised; it has certainly been altered a good deal one way or another. The Commissioner of Customs lives in a temple. And so on.—In reality this means a great deal. It means absence of all attempt at decoration, no fire places, no fresh-looking carpets, no views from the windows, no space free from smells outside. There is one European house—a bungalow—missionary. I need hardly add. Missionaries settle, they are *lifers*, as Consuls and Commissioners are not. When I enter that bungalow I feel after a few minutes as if I were at Subitono, or in some quiet London suburb, almost fancy that when I go outside I shall find myself on the admirable but unvisited Farnham roads of Berkshire. There is nothing Chinese about that bungalow, and its walls of creamy white seem perfectly glowing in their cleanliness behind their clean lace curtains. There is an aviary full of twittering birds by the window, and all seems bright and pleasant. It is a terrible awakening to go across the little lawn and outside find oneself in the Chinese street, a prey to barking curs of various degrees of malignancy, at every minute getting out of the way of buckets overflowing in the extreme, and always carried uncovered in China, amongst children all equally dirty, and mostly with their heads in different states of scabbiness among men and women all alike repulsive looking, saluted by passing remarks of "Foreign devil" or "Kill the foreigners."

One is so used to it all that we can only smile and look pleasant, as if everyone were friendly and the remarks complimentary rather than otherwise, and some of the women especially seem propitiated into friendliness thereby. But were bucket! And that cooie shop there is nearly as bad, using an oil that regularly turns a European inside out merely in passing. But why walk along this street at all, you ask? Why! but because it is along this remarkably dirty suburban street all the few foreigners here live, the opposite side being occupied by squatters, people who run up cottages and shops, and pay no rent at all, gradually encroaching more and more upon the roadway, and poisoning the air around. When we go to see each other we must go along that street unless in some cases when people have a back entrance. Then we go along a path at the back among the graves. The Chinese city we live besides is a very small one. You can walk all round it upon the walls thereof in an hour, but its graves stretch for miles and miles up the hills at the rear. They are a little depressing, those grave mounds, such a number of them, forming a deadly barrier of perfectly uninteresting country to walk through before you can get out on to the hills in the rear. But just now in these winter months we have some charming walks. It is in the river bed, on the sand the river brought down during the summer months, and deposited upon its underlying rock. There we can walk as upon an esplanade, two or more abreast, with no fear of dogs' or buckets, or other nastinesses, able to watch the river flowing, and the junks sailing up in companies, one a minute, or is it two a minute, or how many? We have not yet settled that, but we watch them. And surreptitiously we look out for the smoke of a distant steamer, though we do not say so. That is the one subject that must not be mentioned in a distant outpost. "Now you have spoken of it, and you have made me think of it. How can we do anything, if we are looking out for a steamer? I was just quite forgetting it." But we all do think of it all the while. We get a telegram when she has started, and till we get that we think when we shall get it. And directly we hear that the steamer has left we begin to calculate when she will arrive. In an airy way we announce that we suppose she will come in on such a day, giving a date when she will decidedly be overdue, and the others hesitatingly then agree. And we all make believe we are not expecting her till then. But she almost always disappoints us. Perhaps she does not arrive at all, but the other steamer that has started after her comes up, and only a day or two later does the long-looked-for arrive.—To-day makes the twentieth day since our last news from our metropolis, Shanghai—except for some stray evening papers brought by a courier. Couriers are supposed to come from time to time. But they seem even more irregular than the steamers. To-morrow perhaps we shall get our mail again. I am thinking of it all the while as I write, thinking that perhaps—perhaps is all I say—a steamer may be slowly making her way on in the darkness, and bringing it to us to-night, and that if I say to-morrow I may cheat it into doing this, as one often persuades the rain to keep off by taking out an umbrella.—We expected our letters really four days ago.—And when they come what a reading there will be! There will be somebody there who will read all the evidence before the Parnell Commission. And we shall all have fresh subjects to discuss when we meet, or rather fresh light thrown upon our old subjects.

At other times what do we talk about do you wish to know, for as before said we are a community who converse. We discourse upon Chinese characters! They furnish a never-ending topic. No two people ever agree. Dictionaries are got out, and hard names and expressions of gratitude both alike lavished upon Stent and Wells Williams, at *his genus omnia*. Then we talk very learnedly about the Natural History of the District! Are we not all members of learned societies, and is not the country round brim full of interest? It is not all dull even in an outpost! Sometimes one feels one's mind expand, and fancies one is really growing wise, at others the doubt arises: "Am I just the person to be set to do a term of years in a Chinese outpost?" Visions of Pico-did and the House of Commons, and the Pictures and the Plays dance before our eyes for a moment, then they grow dim as they discern those loveliest of pictures—the houses of one's friends. And what have I done! one cries out, to deserve this!

"Better fifty years of Europe than a cycle in Cathay," Tennyson. If he had been in China, would he have known that in one year Europe pulses throbs quicker and more often than in cycles of Cathay.

And yet when the sun shines—and not too hotly—there is a great beauty all around (where human beings are not) and it ought to be in itself an education: to be thus transplanted amongst a people, but for the telegraph and an occasional steamer, living just as they did 1,000 years ago.—It makes the history of the early Middle Ages of Europe very real, serving like a living illustration. And in studying this early developed, then-anted civilization one is ever thinking what was the prevailing question then? Was it Optimism? Was it Competitive Examination? Was it the position assigned in early days to Woman? Polygamy? Slavery? Confucianism? The system of Education? In our quiet life we have ample time to speculate, but too much we absorb ourselves in that which possibly may be the real trouble, that terrible Chinese language, which certainly ought long ago, to have been numbered among the Dead Languages. And alas! Day after day we get up to a dull grey sky. Sometimes it snows. Sometimes it rains. Sometimes the wind is unusually keen. But the sun will not shine on us. And so again and

again someone says "If we only were in Hongkong now!"  
And we think of your flowers and tree ferns, and your glorious, land-locked harbour sparkling with phosphorescence, and of the charming Kennedy Road, and Botanical Gardens, and your frequent communication with the entire world, and your many merry meetings, and then somehow we envy you a little, and say "How delightful it would be in Hongkong now!"

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## INSULTED BY A SIKH.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—Will you give me room in your valuable columns to explain an occurrence which took place yesterday. At about 2.30 p.m. I was talking to a friend near the Clock Tower, when Sikh Constable No. 688, came up and ordered us away like two dogs. We asked this "long protector of the peace" if we were guilty of any crime by standing on a public road talking to each other but could get no other answer than "Stand there" pointing his finger at the foot-path, which we thought the place where we should not stand. I do not say that this Constable was drunk, but by his accent and general appearance he certainly had more than was good for him. What are strangers, like my friend is, to think of our laws, if an object like this Sikh has authority to order respectable people about? Let me here state that we could not see a European officer about, to explain the matter to him.

Thanking you, Sir, for giving this publication, I remain, &c.,  
DISGUST.  
Hongkong, January 21st, 1889.

## THE GREAT DISTRESS IN NORTH CHINA.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—The enclosed letter, received from the Rev. W. Muirhead of Shanghai a few days ago, needs no explanation. It is hoped the Hongkong Government will help; but, considering the urgency of the distress, it seems well to give publicity to this appeal to Hongkong without delay.

Contributions sent direct to Mr. Muirhead or to H.B.M. Consul, Mr. W. P. Carles, at Shanghai, will be gladly received and acknowledged; and I shall be happy to forward any sums sent to me.

Yours, &c.,  
JOHN CHALMERS.  
Hongkong, 19th January, 1889.

DEAR DR. CHALMERS.—I am led to ask your interest and influence in behalf of the famine-stricken districts in North China. During the past year the Missionaries in Shantung and elsewhere have earnestly written me to help them in alleviating the prevailing distress. From the time that we heard of the bursting of the Yellow River, this constant appeal has been made, and as the months went on the sufferings of the people seemed to increase and extend in all directions. The government and private charity among the Chinese have done much in the province of Honan, and it appears unnecessary to send help there, however ill-off many of the people may be. It is otherwise in Shantung; owing at once to drought and excessive rain, a vast region of the country is in a hopeless condition for a long time to come. It is the same in the neighbourhood of Newchwang, and new fields are sending forth the same bitter cry. Millions are involved in the calamity, of which full accounts appear from time to time in the local papers.

The native authorities here are asking the foreigners to assist them in their distress, and happily arrangements are being made to call forth the sympathy and help of friends in the Home lands. This, however, is only in one direction of the wide-spread disaster, and the Southern ports as well as England and America are being appealed to for help. As representing Shantung in particular, and assisting other places as much as possible, I make free to ask you to do what you can for the relief work.

On a former occasion when the famine was raging in Shansi, Government in Hongkong was written to, and the Committee here, of which I had the honour of being Secretary, had the satisfaction of receiving the magnificent contribution of \$5000. So it was in 1876. It seems that the present calamity in North China is well described as a national one, and it would be a great favour if assistance could be obtained from Hongkong.

I send you two recent papers\* with letters on the subject, which are only an epitome of what has previously appeared. I beg to leave the matter in your hands, and merely state that nearly 15,000 have been raised among the foreigners in Shanghai and Hankow, including several contributions from other places. The Chinese were first in the field, and succeeded in getting the largest amount, but the whole has been expended, and the cry is still for more. I shall only say that Miss M. Drummond, representing the North China Relief (and primarily intended for An-whai and Kiangsu, or Mr. Carles, H.M. Vice-Consul here, or myself, on account of Newchwang, Honan and Shantung, will be glad to receive whatever funds may be kindly sent.

I am, Dear Dr. Chalmers,  
Yours very sincerely,  
WM. MUIRHEAD.  
Shanghai, 15th January, 1889.  
\* N. C. Herald, Dec. 4, Jan. 4, N. C. Daily News, Jan. 4, J. C.

## PORTUGUESE SLAVE TRADE IN AFRICA.

We have lately heard of the measures Portugal has taken in conjunction with Great Britain and Germany for the repression of slave trade along the coast of Zanzibar. A Lisbon paper to hand by the last mail contains strong denunciations against the Portuguese Government for allowing slave trade to be carried on in one of the most valuable colonies in the West Coast of Africa—Angola. We translate the following from the correspondence columns of the *Star* of the 16th November last:—  
"Lisbon, 16th October, 1888.—I am going to give you the information you desire about the slave-trade, which is still being carried out in this province. The Lisbon Colonial Office need not ask the Governor-General for information as to the existence of slave trade in Angola, because that trade is authorised by the decrees of the 29th April, 20th December, 1875, 15th July, 1876 and 8th September 1887, which practically granted permission to His Majesty's subjects to provoke a civil war among the heathen tribes with a view to buying the prisoners who were generally brought to the seacoast markets. A system of 'catangas' to 'bale' which was adopted when Angola was used to export slaves; catangas to Brazil. A newspaper of Governor Capello's own party has informed His Excellency that to the streets of Luanda this trade of buying and selling human beings has been carried out; and the Governor has never inquired into the crime in order to punish the perpetrators."  
It is quite historical here that the Banco Ultramarino has conferred full liberty on the individuals whom it had kept before in a slavery case



dition in its plantations of the St. Thomé province; it is, moreover, certain that the Bank has only continued to keep them in the capacity of "contracted" men, and that in order to throw dust in the eyes of those who trusted in the good faith of these pretended philanthropists, the Bank has engaged a party of *Korobis* from the Cape of Palmas, by private contract. Other planters have followed the Bank's example, and the *Korobis*, who are more intelligent than the Angola niggers, wanted to be supplied with wholesome food, and at the expiration of their contracts, called on their employers, presented their papers, and demanded their salaries and boats to return to their country. On the termination of the 1st year, the Bank's agents and planters of the island, having compared their receipts with their expenditure, found that the *Korobis* submitted a great portion of their income, and having convened a meeting, decided to substitute the *Korobis* by Angola people and then they managed to have a decree issued by the king of Portugal, providing for the free engagement of the inhabitants of Novo Redondo to serve in the province of St. Thomé and Principe.

As soon as this decree was published, the public knew the names of all the persons who had used their influence to bring about a revival of that hateful trade which for such a long time has desolated this province, degraded Europe and afflicted humanity. The name of Councilors Francisco Joaquim da Costa e Silva, General Director of the Colonial Office and one of the largest shareholders in the Bank, and that of his ruler, Francisco de Oliveira Chagas, were soon mentioned as being the only persons who were interested in the acquisition of labourers for Angola. The labourer cost in St. Thomé, from 40 to 50 milreis each; they were fed on dry fish and boiled bananas, and the term of their services was perpetual. Is not this slavery?

As a contradiction of the bases on which the above decree was issued I will quote the words of a competent authority, Mr. H. C. de B. Capello, who in a letter to the Governor of Angola dated Cacondia, 1st February, 1887 said:—"After a great deal of trouble, it became impossible to get people to accompany us on the voyage, owing mostly to the repugnance shown by the niggers to embark." The explorer Capello, without having overruled all our southern *Condi*, without excepting Novo Redondo, could not find niggers willing enough to accompany him, and His Majesty, in the above decree, alludes to the willingness and free engagement of the people of Novo Redondo to go as labourers to St. Thomé! As a matter of fact, I will cite the following: The niggers who go from Angola to St. Thomé are not only not baptized, but do not figure as passengers on board the steamers which convey them. The Government considers them as cargo; not being furnished with passports, they are only registered in the supplementary manifest issued by the Colonial Secretary's Office, with their names, countries, filiation and numbers. If we calculate the number of niggers exported during these 13 years, from the date of the 1st decree on slave trade, (20th April 1875), as 3,000, as each regular passport costs 3,500 reis of fees and stamps, the fact of these men being conveyed without passports brought a loss to the Treasury of milreis 10: 980,000.

A few years ago the labourers of St. Thomé revolted against their employers for being supplied with bad food, for having no salary and not being allowed to return to their country after the expiration of their contracts. The Governor of the district, in order to do justice to the niggers, had them sent back to their respective plantations by firing volleys at them, and by a free use of the butt-end of the rifle; and then they had their contracts re-drafted, and to this day these unfortunate men remain there, some with 10, others with 12 years of hard work, notwithstanding there being a Curator, who is only a man of straw appointed by the Portuguese Government to simulate the legality of these inhuman and shameful contracts.

What occurs in St. Thomé is also taking place in the agricultural districts of Angola, where the labourers have collars on their necks, with iron chains attached to them, in order, as they say, to prevent them from running away.

(Signed) JOSE DE FORTES PEREIRA.

## TOTAL LOSS OF THE "ANGLO-INDIA."

THE CAPTAIN AND PART OF THE CREW MISSING.

We are indebted to Messrs. Melchers and Co., agents for the steamer *Smith*, for information of the total loss of the British sailing ship *Anglo-India*, 1549 tons, Capt. Cattanchi, which occurred on Friday week near Tamsui. From the statement by the Captain of the *Smith* it appears that the ill-fated ship went ashore about 20 miles south of Tamsui, during rough weather, and in a very short time began to break up. It was then decided that the chief officer should take eight of the crew in one of the boats and try to effect a landing with a view of getting assistance from Tamsui. The attempt was made, and after a great deal of hard work, owing to the nature of the coast and the heavy sea running at the time, the chief officer succeeded in landing safely. But the moment he and his men set foot on shore, they were surrounded by a great crowd of the aborigines who seized them, and after giving them some rough handling took most of their clothing from them. This was all done within full view of the Captain and the remainder of the crew, who stood by the ship, but were powerless to render any assistance. But the brutality and inhumanity of the inhospitable islanders fortunately extended no further, for they afterwards allowed the shipwrecked crew to proceed to Tamsui, which they reached in two days, after enduring many hardships, and told their story to the British Consul at that port. Shortly after he saw the chief officer depart on his journey, Captain Cattanchi decided to take the long boat and with the remainder of his crew, numbering ten or eleven, try to reach Tamsui. The ship appears to have been immediately boarded by the natives, who, after taking away everything movable, proceeded to burn her. Nothing had been heard of the long-boat up to the time of the departure of the *Smith* from Tamsui, and the worst fears are entertained for their fate, unless perchance they were picked up by a passing vessel, which does not seem very likely. Having regard to the serious nature of the attack upon the ship, we understand that the Consul at Tamsui sent a wire to the British Admiral asking for the despatch of a gunboat to the scene of the wreck. The *Anglo-India* was in ballast and bound for Iloilo. The ill-fated vessel was the *Anglo-India*, not the *Anglo-Indian*, which is a locally owned vessel. The misapprehension arose from the fact that the Customs returns erroneously gave the name of the vessel since her arrival here as the *Anglo-Indian*.—N. C. Daily News.

## GREAT FIRE IN SINGAPORE.

ONE HUNDRED THOUSAND DOLLARS DAMAGES.

The *Straits Times* of the 14th inst. has the following:—

Last night a fire broke out in Arab Street, towards Beach Road. Six houses, containing chiefly piece goods, were consumed. The fire also caught the roof of a house on Beach Road, but its further progress was checked in time.

The fire started in a house in the occupation of a man absent in Muar. His servants had locked up the premises and put out the lights, and had gone to sleep on the verandah. At 3 o'clock the house was observed to be on fire. All the houses burned were completely gutted, and were insured for some \$100,000, but it is said, not in any local offices. The Clyde Terrace engine was first on the spot. The Central Station one came next. They rendered such efficient service that the other engines had to return as soon as they reached the scene of the disaster. The fire was over by a quarter to five this morning.

The *Free Press* estimates the damage done at \$75,000 and states that all the buildings were insured in German offices in Singapore, none of the local companies having any risk.

## CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, 19th January, 1889.

You must not run away with the idea that Shamen is altogether without its humours. For instance, that most amusing fact:—"Tiddle me, tiddle me, tiddle me, do!"

You-tiddle me and I'll tiddle you."

has lately been played here with such force of character by one of the performers as to almost impress one with the idea that a Wycherley, or Congreve, had vaulted in to the dramatic arena again. Indeed, as regards "the exuberance of his own verbiage," one might have taken this distinguished performer for a public school-boy in his teens, had the tone been more discernible. Failing permission to ascend the West river, our excellent friend Mr. Bellios is reported to have obtained Mr. Customs Commissioner White's authority to cruise in the so-called inland waters down to Macao. All well and good; everything went as merrily as a cricket ball until the shades of evening closing and our friend, wishing to indulge in a sentimental reverie at the entrance of the West river, had the yacht brought to an anchor. As luck would have it, the spot selected was the one where the *Stephen Thompson*, a British vessel, had been anchored but a few weeks previously, also at anchor, by order of Mr. White, for resorting to an unopened point in contravention of the British Treaty of Tientsin; further, it would appear that just as the "midnight oil" was burning unusually briskly, a sudden shock was experienced, bringing down the electric light by the ruse, and playing a fundango generally with gingerbread and pretty work about the bows. A general consternation naturally arose; the first impression that it was a piratical attack on, however, subsided when it was discovered that this disturber of the midnight peace was a harmless Macao junk, which had been endeavouring to make out this strange aquation on the placid waters of the estuary, and had unfortunately shaved the line too closely. Had the unfortunate master of the craft understood anything of the wordy warfare he occasioned he would have spent "une mauvaise quart d'heure." After taking its number the launch was allowed to proceed and then a bottle of the celebrated "Moungam" brand of champagne was called for and cracked to show that "all's well that ends well." And likewise, I presume, to show that in this case of the big shareholders' yacht, the \$50 per month, *à la* the Steamboat Company's Captains, was not to be enforced. Nothing further of note occurred on this cruise except that, on arrival at Macao, the party promptly turned themselves to the *Kiungking* and returned to Hongkong, leaving the "manned duck" to follow at leisure. Before going, however, a series of proceedings are reported to have been taken against the offending junk, one suit in the Macao Court claiming \$500 damages and another for a similar amount in the Consular Court here. This double-barrelled procedure may be novel, but I venture to think is hardly constitutional, neither is it quite consonant with the crushing benevolent principles our good friend Mr. Bellios can recover in a British Court, his right to be where he will have to be decided at Peking. The question is one of importance as well of interest, as to whether an officer of the Foreign Customs, himself a British subject, can one week seize a British vessel for an infraction of the British Treaty, and next week give full permission to another British vessel to commit the same alleged offense. Mr. Commissioner White is an individual who has apparently a good number of arrows in his quiver, his excuse may be that his friend's yacht was on a benevolent investigation, but the "double-barrelled" arrangement mentioned above will effectively break this shaft short off. Certain it is that the Viceroy himself has refused a similar privilege to the Consuls of France and Germany, as well as to the Attorney-General of Hongkong, so Mr. Bellios may consider himself a happily favoured individual and that others are the neglected ones.

The New Mini cannot be in working order for three or four months; only twenty presses have yet been erected and there are twenty more to be placed in position. In addition to the enhanced value of copper and tin, the increase in the value of coal has also to be faced, as it is contemplated to use foreign coal.

I notice the work has stopped at the Foreign Customs building at Whampoa without the sheet to cover the building during its course of construction being half completed. This wet weather will not, I fear, improve its sanitary condition as a residence, neither will it contribute to the substantiality of the structure. The Customs are not happy in their prospects in the South. The reason is difficult to account for, as their term is usually liberal enough.

Mr. Theo. Sampson left this for England on Tuesday last upon a well earned two years' vacation. Some doubts are expressed if he will return at the expiration of his leave to continue the conduct of his college. It must have afforded Mr. Sampson peculiar satisfaction to witness the demonstrations of respect and esteem his departure called forth. The affection of his old pupils was extraordinarily demonstrative for Chinese. Mr. Tsai-Sih-Yung, the Viceroy's principal Foreign Secretary, himself an old pupil, did everything in his power to mark the regard he entertained for his old instructor, and had the Viceroy himself been taking his departure the display and burnt powder on board the Chinese squadron in the river would not have been a whit more. Mr. Sampson will also be long remembered as the most intimate and trusted friend of the late Mr. W. F. Meyers, from whom a more able and intellectual civil servant of the Crown never served in the Far East.

Mr. Commissioner Clayton arrived here last week in the *Fel How* with a capture in the shape of a "piscivorous" junk in tow, which had been seized with some 100 tons of arms, 400,000 or 500,000 rounds of powder, etc., in the waters, I understand, in which the *Beilow* yacht had been cruising. It has taken over a week to realize this junk and it is understood she has been purchased by Messrs. Arnold, Karberg, & Co. for \$50. So the cost of the coils for bringing the craft into port will not nearly have been defrayed. In eighteen hundred and war time our grandfathers adopted a much more economical plan which did not take them away from their stations, viz., sinking their captives, and one might suggest, "plan to the maelstrom of the Foreign Customs," with some Sir Rowland Stanley, accompanied by Mr. Chaloner Alabaster, H. B. M. Consul.

Mr. Norman, the *Fall Mall* correspondent, and artist, arrived to-day in the *Falshan*.

## SWATOW.

(FROM OUR CORRESPONDENT.)

Swatow, 12th January, 1889.

The Norwegian steamer *Johannes Bruun* arrived here on the 7th instant from Hongkong. She left Hongkong on the 3rd instant, for Nagasaki, but meeting very rough weather, her progress was slow, and when near Ockseu Lighthouse, the captain, finding the coals nearly expended, determined to make for Swatow, which he reached safely on the 7th instant. At 10 o'clock, only one steamer in port, the *Katsung*, which arrived from Hongkong this morning, and an sailing vessel, *Anglo Indian*, which is leaving to-day for Foochow.—*Mercury*.

## FORMOSA.

(FROM OUR CORRESPONDENT.)

Tamsui, 9th January, 1889.

I regret to have to report the total loss of a fine sailing vessel close to this port, an occurrence that it has not taken place for many years. On Sunday, the 6th inst., a rumour was spread that a large sailing vessel had run on shore during the night, about 20 miles south of this port. Early on Monday morning the second officer of the stranded vessel arrived, when it was proved to be the British ship *Anglo India*, Capt. Cattanchi, belonging to Liverpool. I gathered from him the following news:—We left Shanghai on Thursday the 3rd inst., after being there several weeks discharging a cargo of goods on to New York, we took in ballast to proceed to Iloilo, going again for England. We anchored at Whampoa on Thursday night and went to sea on Friday morning. The weather was thick, with rain, and a strong N.E. wind. All went well till Sunday morning. No land was seen on Sunday. And, no observations could be taken on account of thick weather. Early on Sunday morning, the 6th inst., the ship having all sails set and running before a strong N.E. wind, in doing about eleven knots per hour, steering S.W. by S. at about 5.30 a.m. we were just taking in our top gallant sail, when the look-out man sang out "land right ahead," but before we could properly see it, the weather being thick and raining at the time, the ship ran ashore with great force, throwing everybody on deck off their feet. All sails were furling at once, and at daylight we found ourselves hard and fast on a sandbank a few miles from shore, which proved to be the small bar between Nam-ri and Pac-sa point. A boat was lowered off, it being falling tide, and the bow of the ship high and dry on the sand. At the stern of the vessel there was about 13 feet of water. The second mate and eight of the crew got into her to take a small line on shore for communication, but the boat hardly touched land before she was surrounded by about 300 natives, who mobbed them and took away everything they could lay hands on, even to the clothing off their backs. The crew and natives carried away the masts, and cut the communication line by using the ship. Soon afterwards a small official arrived, he kindly put the second mate in a chair and sent another man along with him in another chair and both were brought to Tamsui, where they arrived on Monday morning, meeting on their way Mr. Petersen, from H.B.M.'s Consul, and some native soldiers sent by the Consul early on Monday morning to the scene of the wreck. The crew were left at the village, the small official looking after them. On Tuesday, the 8th, at noon, Mr. Petersen returned from the wreck, bringing with him the other eight men, and reported that the vessel was burnt early on Monday morning, and nothing could be seen or heard of the Captain and the remainder of the crew, 23 all told, all of them Europeans. It is surmised that the Captain, when he saw from his ship the way the boats and her crew were received on landing, and probably not knowing he was so near Tamsui, was frightened to come on shore, so he got the large 12-ton cutter and the other large life boat, and left the ship during the dark, and made for the mainland of China, where he hoped to meet a more hospitable reception, and it is to be hoped that they have turned up safely somewhere. As to who set fire to the ship is a mystery which probably will be hard to clear up. It is very likely that the natives got on board, and handling naked lights in their careless way, set fire to her by accident, as she was very inflammable, being well soaked with kerosene oil. The second mate and eight of the crew, who lost everything, are at present lodged at the English Consulate, and clothing has been provided by the residents and officers of the vessels in port. It would not be odd if our energetic Governor investigated the matter and punished those found guilty of robbing the poor shipwrecked fellows of everything they had, and just leaving them with their lives.

The weather here of late has been very disagreeable, and although it is our dry season, we have had nothing but rain and strong N.E. gales for over three weeks. To-day is the first fine day after a long time of wet weather.

The telegraph steamer *Fel-chu* arrived from Piam and Kelung on the 5th inst. She reports all quiet at Piam, and she will leave to-morrow for Taiwan-soo, to repair the telegraph cable between that and the Pescadores, which has been interrupted for some time. Mr. Hansens is on board, and the Chinese Telegraph Administration is on board and will attend to the repairing of the cable.

The *Smith*, which arrived from Shanghai and Amoy on the 4th, has been detained on account of the bad state of the weather and high barometer, but she will leave for your port via Kelung on the 10th.—*Mercury*.

## NINGPO.

(FROM A CORRESPONDENT.)

NINGPO, 15th Jan., 1889.

Weather overcast and every indication of more rain. Thermometer 41° F. The Customs R.C. *Ping Ching* left here on the 12th instant, with a few Ninpoites on board for a trip to Loka. It may interest some of your non-naulical readers to know that Loka is a small island to the eastward of the consecrated Pofooo, and the site on which they contemplate building the new lighthouse.

It is well known that tame deer, among other holy things, are sent from different parts of the Empire to Pootoo as acceptable offerings to the gods; and are either consumed in the temples or carried home to bring a blessing upon the houses and families of those who purchase them. When we consider that these poor deluded people travel several hundred miles to worship on this island, we cannot but admire their spirit of devotion, but this admiration is conspicuous by its absence, if the story be true which we heard on the return of the revenue cruiser; it appears some of the pleasure seekers visited the sacred island en route, and fired at the deer in mistake for legitimate game.

On Saturday evening a Chinese passenger-boat, with 38 passengers on board, capsized at the bend of the river off Chialah, where 15 lives were lost. Many of the survivors would have been numbered among the lost, had it not been for the kind and timely assistance of Mr. and Mrs. Ballard, who managed to rescue some of

them from a watery grave, and by applying the necessary restoratives which they had at hand.—*Mercury*.

## CHI-NAN FU.

(FROM OUR OWN CORRESPONDENT.)

The property lately purchased in the country by the medical man of the American Mission has shared the same fate as previous efforts, viz., opposition. The landlord has been cast into prison, and the property has been sold to the underbidder. It remains to be seen what method for purchasing property best suits the officials. The previous effort was taken openly under the direction of the Governor and Tsoai, and yet no settlement has been reached. The present effort was made quietly, unknown to the officials, and without implicating them or using their permission, and perhaps this plan, like the other, will meet with no immediate success.

The English Baptist Mission is likewise meeting opposition in the rental of property in the south suburb, the place from whence the first trouble arose now a year and a half ago. A missionary at once took possession of the house by the consent of the landlord, and the gentry have been at a loss how to carry on the conflict. In the meanwhile the Governor remains inactive. We hear that two American families are now peacefully located in the city of Singing Chow, and have rented a place for a dispensary. They seem at present to be in great favour notwithstanding signs of trouble at the outset some two years ago.

We also learn that the ringleader in the riot at Yen-chow Fu against the Roman Catholics has added to his literary degree by the purchase of an official rank, thus allowing him to wear a higher button and to fly his flag more completely against all foreigners.

News of robberies continually comes to hand from the south-western part of the Province, as well as from the region immediately around the capital. The military officials are kept busy in making arrests, and the local officials in making examinations and in punishing. For some reason or other an unusual amount of lawlessness prevails in the Province. If men of standing, degree and appointment disregard the power of law and justice, what may we expect from the ignorant and degraded?—N. C. Daily News.

## KOREA.

(FROM OUR CORRESPONDENT.)

Süül, 9th January, 1889.

If it ears there are people in Korea, who have but a small commodity of brain, but a fertile imagination, who attempt to set the press in Japan and China "a-go," without any real benefit to themselves, and happily without doing harm to other people, although the utter rubbish written by them might influence narrow-minded persons against this country.

One of the most culpable nonsensical rumours propagated is, that the *s. Velox* had been chartered to take, for safety's sake, the Royal family out of the country, either to Japan or Hongkong.

Another wild rumour had it that the Crown Prince was going away on a four months' cruise, in the middle of the winter, per *Velox* to China and Japan.

The young boy, a lad of about 15 years of age, would certainly not have been the worse for visiting Hongkong, and the treaty ports in Japan, and if he were sent to the Shanghai Public School, it might be all the better for him and this country. It may interest many of your readers to be reminded that the present Emperor of Germany was sent, with his brother, Prince Henry of Prussia, to a public school in Cassel, for two years, by the late much lamented Frederick III, who was then Crown Prince of Prussia. When the Professors of the College asked if his sons; in the classes should be addressed as "Royal Highnesses," Frederick said:—"No; call them Prince William, and Prince Henry, and treat them exactly the same, as the rest of you pupils."

These two years' study of the two princes at the public Cassel "Gymnasium" were preparatory to Prince William, the present Emperor, going to pursue his studies at the University of Bonn, and Prince Henry going to Kiel, to continue his studies at the naval college.

The river is frozen over now, and for recreation's sake, occasionally take a ride as far as Mamsampo, where immense flocks of wild water fowl cover the small hill, which has been kept open for the use of the ferry boats. This attempt to keep a ferry way open, across the ice, will be given up shortly, as soon as the ice on the upper river becomes solid enough to allow loaded bullock carts and carrier ponies to cross the river on the ice.

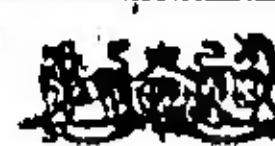
There is but little news to give you. The *s. Velox* left our seaport, Chemulpo, for Japan, to fetch a cargo of rice. As I previously informed you, the rice crops in some of our provinces have proved a failure; large quantities of the tribute rice, due to the capital, are not claimed by the Government, and of course the deficiency must be made good by some other means. One of these means is to import from Japan, for which purpose the *s. Velox* apparently has been chartered; the *Velox* left for Japan on the 5th instant. At present there is a shortage of rice in Chemulpo; heretofore the rice has been imported from the owners must be very funny people. The weather has been unpleasant of late; the *Tsuruga Maru* has been three days late, the *Kwanchee* two days, and the *Higo Maru* one day late. Judge D. may come back per *Tsuruga Maru*. By the same steamer an American mining engineer, Mr. Pierce, engaged by the government, arrived; it is stated that he is a very able man, and that the government will be guided by his advice in regard to opening mines. He will soon start on a preliminary survey of the gold districts of Feng Yang-do.

I heard the majority of the members of the so-called Korean Mission to Washington have now returned; it is stated that the rest of the Mission will return too at an early date, and that Dr. Allen, one of the earliest American Missionaries in Korea, has been appointed Korean *Chargé d'Affaires* in Washington. The upper river has been closed to navigation since the 6th instant, but I hear that the navigation at our seaport, Chemulpo, is in no way affected by ice.

I exceedingly regret to inform you that Mr. Hance, detached from the Chinese Customs Service to do duty here as Secretary to the Chief Commissioner of the Royal Korean Customs, has been unconscious for the last few days, owing to some affection of the brain.—*Mercury*.

CHILDREN starving to death on account of their inability to digest food and find a most marvellous food and remedy in Scott's Emulsion of Pure Cod Liver Oil with Hygienic Phosphates. Very palatable and easily digested. Read the following testimonial:—"I have prescribed Scott's Emulsion in cases of children suffering from wasting and malnutrition, and can report most favourably of its good effect; it has been in each case taken most readily."—W. PERKINS, M.R.C.S. Medical Superintendent, Bulleigh Hospital, and Chemist, can supply it. A. S. Watson & Co., (Limited), Agents in Hongkong, and China.—*Advt.*

## To-day's Advertisements.



### POLICE NOTICE.

NOTICE has been received that the ANNUAL PERAMBULATION OF THE WAR DEPARTMENT BOUNDARIES will take place from 10 A.M. the 22nd to 10 A.M. on the 23rd instant, and that in consequence thereof all the Roads within the Military Cantonment will be closed to the Public during those hours.

By Command,  
W. M. DEANE,  
Capt. Superintendent of Police.  
Police Department,  
Hongkong, 17th January, 1889. [112]

### NORDDEUTSCHER LLOYD.

#### STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER"

Captain W. von Schuckmann, will leave for the above Ports, on or about, the 28th instant.

For further particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 21st January, 1889. [4]

### NORDDEUTSCHER LLOYD.

#### STEAM TO SHANGHAI.

THE Company's Steamship

"BRAUNSCHWEIG."

Captain H. Budeker, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 21st January, 1889. [4]

### NORDDEUTSCHER LLOYD.

#### STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 17th day of February, 1889, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Capt. H. Budeker, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 1 p.m., on the 16th of February, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 21st January 1889. [4]

### THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE AND YOKOHAMA

THE Company's Steamship

"MOYUNE."

J. S. Hogg, Commander, will be despatched for the above Ports, TO-MORROW, the 22nd inst., at 8 A.M.

For Freight, etc., apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 21st January, 1889. [110]

### THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"MOYUNE."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 27th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 26th instant, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 21st January, 1889. [111]

### HONGKONG RIFLE ASSOCIATION.

THE Eighth Monthly Handicap CHALLENGE CUP COMPETITION will take place NEXT SATURDAY, 16th instant, at 3 O'CLOCK. Intending Competitors who do not already possess Tickets for same must send me their entry, together with 50 Cents, not later than NOON, on FRIDAY, 25th inst.

No Post Entries allowed.

A. SHELTON HOOPER, Hon. Secretary, c/o HONGKONG CLUB.

Hongkong, 21st January, 1889. [158]

### KOWLOON HOTEL.

J. C. L. ROUGH, MANAGER.

WINE AND SPIRITS of the best quality, ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

Hongkong, 21st January, 1889. [114]

## To-day's Advertisements.

### PUBLIC AUCTION.

THE Underigned has received instructions from Hon. J. M. PRICE to Sell by Public Auction, on



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—168 per cent. premium, buyers.  
 Union Insurance Society of Canton—\$90 per share, sellers.  
 China Traders' Insurance Company—\$75 per share, sellers.  
 North China Insurance—Tls. 290 per share, buyers.  
 Canton Insurance Company, Limited—\$100 per share, buyers.  
 Yangtze Insurance Association—Tls. 97 per share, buyers.  
 Chinese Insurance Company—\$165 per share, buyers.  
 On Tai Insurance Company, Limited—Tls. 150, per share.  
 Hongkong Fire Insurance Company—\$350 per share, buyers.  
 China Fire Insurance Company—\$80 per share, sales and buyers.  
 Hongkong and Whampoa Dock Company, 36 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$228 sales and sellers per share, sellers.  
 China and Manila Steam Ship Company—164 per share, buyers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$170 per share, nominal.  
 Indo-China Steam Navigation Company, Limited—20 per cent. dis. sellers.  
 Douglas Steamship Company—\$66 per share, buyers.  
 China Sugar Refining Company, Limited—\$194 per share, sellers.  
 Luxon Sugar Refining Company, Limited—\$82 per share, sellers.  
 Hongkong and China Company—\$101 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$124 per share, sellers.  
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rone Manufacturing Company, Limited—\$92 per share, buyers.  
 Peral Tin Mining and Smelting Company—\$5 per share, nominal.  
 Punjom and Sunghie Doo Samanlan Mining Co.—\$84 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown Company—80 per cent. premium, sales and buyers.  
 Tongquin Coal Mining Co.—100 percent. premium, buyers.  
 The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.  
 The East Borneo Planting Co., Limited—\$60 per share, buyers.  
 The Seng Koyah Planting Co., Ltd.—\$35 per share, buyers.  
 Cruickshank & Co., Ltd.—\$50 per share, sellers.  
 The Steam Launch Co., Limited—15 per cent. premium, sellers.  
 The Austin Arms Hotel and Building Co., Ltd.—40 per cent. dis. nominal.  
 The China-Borneo Co., Ltd.—\$60 per share, buyers.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/01  
 Bank bills, on demand 3/01  
 Bank bills, at 30 days' sight 3/01  
 Bank bills, at 4 months' sight 3/12  
 Credits at 4 months' sight 3/12  
 Documentary bills, at 4 months' sight 3/11  
 ON PARIS.—Bank bills, on demand 3/76  
 Credits at 3 months' sight 3/94  
 ON INDIA, T. T. 220  
 On Demand 220  
 ON SHANGHAI.—Bank, T. T. 711  
 Private, 10 days' sight 721

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$680  
 (Allowance, Taels 4 to 32).  
 OLD MALWA, per picul.....\$690  
 (Allowance, Taels 16 to 32).  
 NEW PATNA, (without choice) per chest.....\$580  
 NEW PATNA, (first choice) per chest.....\$582  
 NEW PATNA, (bottom) per chest.....\$593  
 NEW PATNA, (second choice) per chest.....\$575  
 NEW BENARES, (without choice) per chest.....\$570  
 NEW BENARES, (bottom) per chest.....\$570  
 NEW PERSIAN (best quality) per picul.....\$550  
 OLD PERSIAN (best quality) per picul.....\$500  
 OLD PERSIAN (second quality) per picul.....\$475

## MAILS EXPECTED.

**THE GERMAN MAIL.**  
 The N. D. L. steamer *Braunschweig*, carrying the German mails, with dates from Berlin on the 24th ultimo, left Singapore on the 20th instant at 5 p.m. for this port, and may be expected here on or about the 25th.

**THE AMERICAN MAILS.**  
 The P. M. S. S. Co.'s steamer *City of New York*, left San Francisco on the 17th ultimo, and is expected here on or about the 29th instant.  
 The O. & O. S. S. Co.'s steamer *Belgia*, left San Francisco on the 16th ultimo, and is due here on or about the 4th proximo.

**THE CANADIAN MAIL.**  
 The Canadian Pacific steamer *Batavia*, with the Canadian mail, left Vancouver on the 25th ultimo for Japan and Hongkong.

## STEAMERS EXPECTED.

The 'Ben' line steamer *Benlarig*, from Cardiff, left Singapore on the 14th instant, and is expected here on the 21st.  
 The Ocean Steamship Co.'s steamer *Deucalion*, from Liverpool, left Singapore on the 15th inst., and is due here on the 22nd.  
 The P. & O. S. N. Co.'s steamer *Gwallior*, left Bombay for this port on the 13th instant, at daylight.

## Shipping.

## ARRIVALS.

**MONKUT**, British steamer, 850, Geo. Anderson, 19th Jan.,—Bangkok 12th January, Rice and General.—Yuen Fat Hoog.  
**FORNEN**, British steamer, 509, J. Lewis, 20th Jan.,—Tampoi 16th Jan.,—Amoy 17th, and Swatow 18th, General.—D. Laprak & Co.  
**TAMUI**, British steamer, 919, E. Williams, 20th Jan.,—Whampoa 20th Jan., General.—Butterfield & Swire.  
**NINGPO**, German steamer, 762, Schulz, 20th Jan.,—Whampoa 20th Jan., General.—Siemens & Co.  
**FUSHUN**, Chinese steamer, 1,503, A. Croad, 20th Jan.,—Whampoa 20th Jan., General.—C. M. S. N. Co.  
**PENINSULAR**, British steamer, 2,711, H. Wyatt, 19th Jan.,—London 7th Dec., Bombay 4th Jan., and Singapore 15th, Mails and General.—P. & O. S. N. Co.

**NANZING**, British steamer, 600, R. Talbot, 20th Jan.,—Manila 17th Jan., General.—Jardine, Matheson & Co.  
**MOVINE**, British steamer, 1,714, J. S. Hogg, 20th Jan.,—Liverpool 11th Dec., and Singapore 14th Jan., General.—Arnhold, Karberg & Co.  
**ESCORT**, American bark, 616, Waterhouse, 20th Jan.,—Honolulu 14th December, Ballast.—Captain.  
**DEUTEROS**, German steamer, 1,200, Iwerse, 20th Jan.,—Pangasorean 8th Jan., Sugar.—Ed. Schellhass & Co.  
**ALWINE**, German steamer, 400, Samuelsen, 20th Jan.,—Pakboi 16th January, and Hoihow 19th, General.—Wieder & Co.  
**CLARA**, German steamer, 674, Christensen, 20th Jan.,—Haiphong 17th Jan., Rice.—Siemens & Co.  
**GLENROY**, British steamer, 1,411, Webster, 21st Jan.,—London, via Singapore 13th Jan., General.—Jardine, Matheson & Co.  
**HIDEYOSHI MARU**, Japanese steamer, 466, T. Well, 21st Jan.,—Port Cockburn 17th Jan., Coals.—Mitsui Bussan Kaisha.  
**NATA**, French steamer, 4,036, A. Such, 21st Jan.,—Shanghai 19th Jan., Mails and General.—Messageries Maritimes.  
**APERNAGE**, German steamer, 1,473, Hohlmann, 21st Jan.,—Nagasaki 17th Jan., Coal.—Wieder & Co.  
**CATTERTHUN**, British steamer, 1,406, J. W. B. Darke, R.N.R., 21st Jan.,—Adelaide 15th Dec., Sydney 24th, Townsville 26th, Cooktown 2nd Jan., and Port Darwin 11th, Coal and General.—Russell & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
*Ningpo*, British steamer, for Shanghai.  
*Polynymia*, German steamer, for Singapore.  
*Italian*, British steamer, for Swatow.  
*Atwine*, German steamer, for Hoihow.  
*Fushun*, Chinese steamer, for Shanghai.  
*Medipedia*, British steamer, for Nagasaki.  
*Moynie*, British steamer, for Shanghai.  
*Nanzing*, British steamer, for Amoy.

**DEPARTURES.**  
 January 20, *Aglaia*, British steamer, for Yokohama, &c.  
 January 20, *Ancona*, British steamer, for Yokohama, &c.  
 January 20, *Canton*, British str., for Swatow, &c.  
 January 20, *Bayern*, German steamer, for Singapore, &c.  
 January 20, *Freja*, Danish steamer, for Haiphong.  
 January 20, *Hailong*, British steamer, for Swatow, &c.  
 January 20, *Nierstein*, German steamer, for Chinkiang.  
 January 20, *Tamsui*, British str., for Swatow.  
 January 20, *Tarapaca*, British bark, for Sandakan.  
 January 20, *Daniell Barnes*, American ship, for New York.  
 January 20, *Altair*, British bark, for Callao.  
 January 21, *China*, German steamer, for Saigon.  
 January 21, *Pictola*, German str., for Amoy.  
 January 21, *Almora*, British str., for Amoy.  
 January 21, *Polynymia*, German steamer, for Singapore.  
 January 21, *Ningpo*, British str., for Shanghai.  
 January 21, *Fushun*, Chinese str., for Shanghai.  
 January 21, *Peninsular*, British steamer, for Shanghai.

**PASSENGERS—ARRIVED.**  
 Per *Adegrade*, str., from Nagasaki.—Mr. C. Anderson.  
 Per *Catterthun*, str., from Adelaide, &c.—Messrs. A. P. Baines and W. G. Laing (saloon), 4 Europeans, 144 Chinese and child (steerage).  
 Per *Glenroy*, str., from Singapore, &c.—240 Chinese.  
 Per *Moynie*, str., from Liverpool, &c.—Captain J. S. Hogg, and 274 Chinese.  
 Per *Nanzing*, str., from Manila.—150 Chinese.  
 Per *Fokien*, str., from Tamsui, &c.—9 distressed seamen and 40 Chinese (deck).  
 Per *Atwine*, str., from Pakboi, &c.—36 Chinese.  
 Per *Clara*, str., from Haiphong.—2 Europeans and 27 Chinese.  
 Per *Escort*, bark, from Honolulu.—109 Chinese.  
 Per *Mongkut*, str., from Bangkok.—Mr. and Mrs. Dunlop and 6 children, and 264 Chinese.  
 Per *Peninsular*, str., from London for Hongkong.—Rev. C. R. Watson, Sub-Lieut. J. d'Arcy, and Mr. A. Linck. From Bombay.—Mr. and Mrs. Sopher, Miss Sopher and 2 servants, Miss Teape, Messrs. R. Teape, Fong Long Chang, and Young Shan. From Calcutta.—Mr. F. D. Watson. From Colombo.—Lord and Lady Wynford and 2 servants. From Penang.—Messrs. Tong Yoon Chee, Cha Chok Nam, Too Chia Hee, Chew Cheng Joh, Tan Wah Heng, Goh Sen Leow, Goh Tean, Kong Lee Seng and child, Cheo Chew Tew and servant, and 93 Chinese. From Singapore.—Messrs. See Long, Chee Boh, Hock Hob, and 21 Chinese. From London for Yokohama.—Mr. and Mrs. Reid, Miss Chapman, Miss Hall, Miss de Rueset, Major A. C. Turner, and Mr. C. Harding. From Brindisi.—Mr. Lovell. From London for Shanghai.—Mr. and Mrs. Wilson and 2 children. Rev. and Mrs. Williams and 3 children, Rev. and Mrs. J. R. Clarke and 2 children, Miss Barclay and sister, Misses Culverwell, Siedman, Southall, Martin, Buchanan, Oakshott, Black, and Guez, and Rev. T. Harvey.  
 Per *Natal*, str., from Shanghai for Hongkong.—Miss Allen, Messrs. Daugherfield, Hale, Slougan, and 4 Chinese. From Yokohama.—Messrs. Gonello, Homme, and Kawara. From Kobe.—Mr. and Mrs. Coxwell, and 3 Chinese. From Shanghai for Marseilles.—Mr. and Mrs. Rex and child, Messrs. Adamson, and Kith. From Yokohama for Saigon.—Messrs. Malandier and Epinal. For Singapore.—Captain Chalk, and Mr. Porter. For Marseilles.—Mrs. Lamarie, Messrs. Berrick and Blythe. From Kobe.—Mr. Jenny.

**DEPARTED.**  
 Per *Bayern*, str., from Hongkong for Singapore.—Mr. and Mrs. Carson, Mr. and Mrs. Sheppard, Messrs. Assomull, M. Chollbram, H. Goritz, James Neaves, C. Trenner, Chun Akang, and Pon Amok. For Colombo.—Mr. and Mrs. Kerr, Mrs. Darling and Miss Timms. For Genoa.—Mr. and Mrs. Huntington and 2 children, Messrs. Bruce and Drey, For Southampton.—Mr. and Mrs. T. Pollard, and Mr. Robert Thomson. For Bremen.—Lieut. Z. See Kittleson, Messrs. Stoye and A. Mocker. For Shanghai for Genoa.—Mr. Cass. For Southampton.—Mr. Hall. For Bremen.—Messrs. E. Rustrat, Ten, Tang and 2 servants. From Yokohama for Suez.—Mr. A. B. Purifert. For Southampton.—Mr. A. de Silva Charlton.  
 Per *Ada*, str., from Hongkong for Shanghai.—H.E. Ko Shie Ke (Viceroy Kwong-lee), and suites, Rev. J. M. Williams, and Mr. R. E. Hogg. For Yokohama.—Mr. H. U. Jeffries. From Marseilles for Shanghai.—Messrs. Schermbuck, Visser, Bydenstein, Levill, Gozean, Bourgeois, and Herries. From Saigon.—1 Japanese. From Marseilles for Kobe.—Messrs. Yokota and Otsuka. For Yokohama.—Messrs. Takata, Yoshida, Kouva, Hozume, Obe, and Huybrecht. From Yokohama.—Mr. Simons. From Saigon.—Mr. C. L. L.  
 Per *Tarapaca*, bark, for Sandakan.—1 European and 200 Chinese.  
 Per *Hailong*, str., for Swatow, &c.—5 Europeans and 200 Chinese.  
 Per *Freja*, str., for Amoy.—112 Chinese.  
 Per *Freja*, str., for Haiphong.—50 Chinese.  
 Per *China*, str., for Saigon.—100 Chinese.

**REPORTS.**  
 The British steamship *Moynie* reports that she left Liverpool on the 11th instant. Had strong north-east wind and high sea with squally weather.  
 The British steamship *Nanzing* reports that she left Manila on the 17th instant. Had very strong monsoon and heavy sea with dirty rainy weather on nearing Hongkong.

The British steamship *Glenroy* reports that she left London on the 13th instant. Had moderate monsoon to Padaran; thence to Hongkong had strong monsoon and heavy sea.

The British mail steamship *Peninsular* reports that she left London on the 17th ultimo, Bombay on the 4th instant, and Singapore on the 15th. Had fine weather up to 18th; thence light monsoon to Hongkong.

The German steamer *Deuteros* reports that she left Pangasorean on the 8th instant. During the first week had fine weather; since the last four days stormy weather with high sea and heavy gales from north-east.

The British steamship *Mongkut* reports that she left Bangkok on the 12th inst. Experienced moderate breeze and fine weather to Paracels; thence to port had strong monsoon increasing to a gale. Anchored from 7 p.m. to 6 a.m. on account of dark rainy weather.

The British steamship *Fokien* reports that she left Tamsui on the 16th instant. Amoy on the 17th, and Swatow on the 19th. Experienced strong north-east monsoon throughout. From Amoy to Hongkong, attended with rain. In Tamsui, H.M.S. *Cockburn*, and the steamship *Prima*. In Swatow, the steamships *Hangchow* and *Nantong*.

The British steamship *Catterthun* reports that she left Adelaide at 5.30 a.m. on the 15th ultimo. Rounded Wilson's Promontory at 2 p.m. on the 17th; arrived at Sydney on the morning of the 19th. Had fresh to strong south to south-east winds to the Promontory; thence to Sydney moderate to light north-east and north winds. Left Sydney at 10 p.m. on the 24th, and proceeded north; touching at Keppel Bay at midnight on the 27th, Townsville on the 29th at 2 p.m., Cairns and Cooktown on the 30th to pick up passengers; arrived at Thursday Island at 11 a.m. on the 1st instant, discharged and took in a quantity of cargo, and left again at 5.30 a.m. on the 2nd, arrived at Port Darwin at 1 p.m. on the 10th. Experienced strong to moderate northerly winds and head sea to Cape Morton; thence easterly winds prevailed to Thursday Island, then light to moderate variable winds and fine weather with smooth sea to Port Darwin. After discharging 400 tons general cargo and mining machinery. Left Port Darwin at 6 p.m. on the 11th; passed Manilla Straits at 1 a.m. on the 14th, Banka Straits at 1 p.m. on the 15th, Basilan Strait at midnight on the 16th, and Cabra Island at 9 p.m. on the 18th. Experienced fresh to moderate and light variable winds and smooth sea with fine weather to Mindoro Strait, then moderate to fresh and strong north-east wind and high sea with cloudy rainy weather to port, which was reached on the 21st.

## Post Office.

A MAIL WILL CLOSE  
 For Shanghai, Kobe, and Yokohama.—Per *Moynie*, to-morrow, the 22nd instant, at 7.30 A.M.  
 For Swatow, Amoy, & Fookchow.—Per *Altair*, to-morrow, the 22nd instant, at 8.30 A.M.  
 For Straits and Batavia.—Per *Deuteros*, to-morrow, the 22nd instant, at 11.30 A.M.  
 For Manila.—Per *Diamant*, to-morrow, the 22nd instant, at 3.30 P.M.  
 For Bangkok.—Per *Phra Chula Chom Klao* on Wednesday, the 23rd instant, at 7.30 A.M.  
 For Straits and Calcutta.—Per *Arratoon* on Wednesday, the 23rd instant, at 10.30 A.M.  
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Natal*, on Wednesday, the 23rd instant, at 11.0 A.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
**ARRATOON APCAR**, British steamer, J. G. Ollent, 16th Jan.,—Callao 12th Dec., Penang 7th Jan., and Singapore 9th. Opium and General.—D. Sassoon, Sons & Co.  
**CARISBROOKE**, British steamer, 973, R. Cass, 14th Jan.,—Saigon 8th January, Rice and General.—Morris & Ray.  
**DEVONHURST**, Dutch steamer, 1,164, Houtkoff, 6th Jan.,—Batavia 20th Dec., and Singapore 27th, General.—Jardine, Matheson & Co.  
**DIAMANTE**, British steamer, 514, G. Taylor, 19th Jan.,—Amoy 18th Jan., General.—Russell & Co.  
**FAME**, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.  
**GARLIC**, British steamer, 15th Jan.,—Callao 12th Dec., and Singapore 9th. Opium and General.—O. & O. S. S. Co.  
**GENERAL VERDER**, German steamer, 1,820, W. von Schuckmann, 18th Jan.,—Yokohama 9th Jan., Mails and General.—Melchers & Co.  
**HAITAN**, British steamer, 1,183, S. Ashton, 19th Jan.,—Fookchow 16th January, Amoy 17th, and Swatow 18th, General.—D. Laprak & Co.  
**KASHOAR**, British steamer, 1,515, Gadd, 16th Jan.,—Singapore 10th January, General.—P. & O. S. N. Co.  
**MELITA**, German steamer, 339, H. Mörck, 9th Jan.,—Haiphong 5th Jan., Rice.—Wieder & Co.  
**METAPEDIA**, British steamer, 1,454, T. D. Blower, 18th Jan.,—Nagasaki 13th January, Coal.—Mitsui Bishi Colliery.  
**PERA CHULA CHOM KLAO**, British steamer, 1,012, A. Benson, 9th Jan.,—Bangkok 2nd Jan., Rice.—Yuen Fat Hoog.  
**PILOT FISH**, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.  
**TAIYUAN**, British steamer, 1,500, A. Varden, 13th Jan.,—Wellington, N.Z., 24th Nov., and Sourabaya 25th Dec., General.—Butterfield & Swire.  
**WYVERN**, British steamer, 1,108, Brotherton, 13th January.—Chinese.

**SAILING VESSELS.**  
**AUGUSTA**, German bark, 473, Jensen, 5th Dec.,—Hollis 18th Nov., Sanpanwood.—Ed. Schellhass & Co.  
**BENGAL**, British bark, 544, Scott, 17th Jan.,—Singapore 24th Sept., Timber.—Melchers & Co.  
**COLAMA**, American bark, 85, C. M. Wages, 24th Dec.,—Batavia (Opium) 2nd and Nov., and Swatow 17th Dec., General.—Jardine, Matheson & Co.  
**ERLKEHNO**, Chinese bark, 47, Opium Examination hull, Stonecutters Island.—Chinese Customs.  
**IRON**, French bark, 542, Regular, 24th Dec.,—Cebu 8th December, General.—Melchers & Co.  
**JOHN NICHOLSON**, British steamer, 685, W. Quinn, 18th Dec.,—Honolulu 16th Nov., Ballast.—Captain.  
**KELLY**, British bark, 803, Land, 8th Jan.,—Haiphong 7th December, Ballast.—D. Musso & Co.  
**MEXICO**, British brigantine, 219, Dick, 12th Dec.,—Amoy 11th Dec., General.—O. & O. S. S. Co.  
**SARAH SKIDWAY**, American bark, 82, A. Call, 29th Dec.,—Nagasaki 21st Dec., Coal.—J. T. Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Benlarig	Cardiff	January 21st	Gibb, Livingston & Co.
Batavia	Vancouver	January 22nd	Adamson, Bell & Co.
Deucalion	Liverpool	January 22nd	Butterfield & Swire.
Gwallior	Bremen	January 23rd	Melchers & Co.
Bombay	Bombay	January 23rd	P. & O. S. N. Co.
City of New York	San Francisco	January 29th	Pacific Mail S. S. Co.
Belgie	San Francisco	February 4th	O. & O. S. S. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Bengal	P. & O. S. N. Co.	Jan. 30th, at noon.
London, via Suez Canal	Stenor	Butterfield & Swire	January 31st.
London, via Suez Canal	Chingwa	Arnhold, Karberg & Co.	About Jan. 30th.
London, via Suez Canal	Glengarn	Jardine, Matheson & Co.	About Jan. 29th.
Marseilles, via Saigon, &c.	Natal	Messageries Maritimes.	Jan. 23rd, at noon.
Bremen, & Ports of Call.	Braunschweig	Melchers & Co.	Feb. 17th, at 10 a.m.
New York	Duke of Westminster	Adamson, Bell & Co.	About Jan. 31st.
San Francisco, via Y'hama	Batavia	Pacific Mail S. S. Co.	Feb. 6th, at 1 p.m.
San Francisco, via Y'hama	Gaelic	O. & O. S. S. Co.	Jan. 26th, at 4 p.m.
Vancouver, B.C., via A., &c.	Arratoon Apar	D. Sassoon, Sons & Co.	Jan. 23rd, at 4 p.m.
Singapore and Penang	Deuteros	Butterfield & Swire	Feb. 5th, daylight.
Sandakan, &c., via Spore	Mennon	P. & O. S. N. Co.	Jan. 25th, at noon.
Yokohama, via Nishi	Kashgar	Melchers & Co.	About Jan. 28th.
Yokohama, Kobe, &c.	General Worder	Arnhold, Karberg & Co.	To-morrow, at 8 a.m.
Shanghai, via Amoy	Moynie	Butterfield & Swire	January 24th.
Shanghai	Deucalion	P. & O. S. N. Co.	Quick despatch.
Shanghai	Peninsular	Melchers & Co.	Quick despatch.
Shanghai	Braunschweig	Jardine, Matheson & Co.	Jan. 23rd, at 3 p.m.
Manila, via Amoy	Nanzing	Russell & Co.	Jan. 23rd, at 4 p.m.
Manila	Diamante	Douglas Lapraik & Co.	Jan. 24th, daylight.
Swatow, Amoy, &c.	Thales	Douglas Lapraik & Co.	To-morrow, at 9 a.m.
Coast Ports	Haitan		

## Intimations.

400,000 Afflicted people  
CURED OF  
**COLD COUGH, SLEEPLESS NIGHTS  
NERVOUS FITS**  
BY DRUGS  
**DOOT-FORGET'S SIRUP**  
To be had of all Chemists and Druggists  
Must bear following address.

36  
Rue Vivienne  
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